

**REPORT TO REDEVELOPMENT
AGENCY BOARD**

AGENDA ITEM

TO: REDEVELOPMENT AGENCY
BOARD

DATE: October 6, 2009

SUBJECT: Report on Parking Needs Study

Report in Brief

The Redevelopment Agency at its meeting of March 3, 2009 directed staff to assess whether a parking structure was needed to address the parking demands of the Yolo County Courthouse project and economic development in general for Woodland's downtown. Fehr and Peers was hired in June 2009 to prepare the assessment (Parking Needs Study) after the Agency issued a request for qualifications. Fehr and Peers concluded that in the near term a parking structure is not required to serve the new courthouse as new surface lots can address the parking needs of the courthouse.

Staff recommends that the Redevelopment Agency Board receive a briefing from Agency staff on the results of the Parking Needs Study (Attachment A) and direct staff to cease further actions regarding the development of a parking structure in association with the courthouse project and develop options for limited surface parking as described herein.

Background

On January 6, 2009, the Redevelopment Agency Board authorized staff to begin the property negotiations for the new Yolo County Courthouse project and a parking structure. During the same month, the Economic Development Administration (EDA) formally invited the City to submit a grant application to fund a portion of the planning and design costs of a parking structure that will support economic development of Downtown Woodland as well as provide parking resources for the new courthouse. Staff submitted a grant application and EDA notified the City in June 2009 of the \$125,000 grant award.

On August 17, 2009, the State Public Works Board (PWB) authorized site selection for the Yolo County Courthouse project at the preferred location of the 3.75-acre block bordered by Main Street, Lincoln Avenue, Fifth Street, and Sixth Street. This action allows the State to proceed with the environmental review under CEQA for the courthouse project.

In May 2009, the Agency issued a request for qualifications (RFQ) for a consultant to prepare a Parking Needs Study and selected Fehr and Peers from nine responses.

The concept of constructing a parking structure in downtown Woodland was addressed as early as 1993 (The Downtown Specific Plan, May 1993). The 1993 Plan states that parking lots should be avoided which front onto Main Street and that future parking garages should be built when the need for additional parking exceeds the capabilities of the surface parking lots. The 2001 Downtown Parking Management Plan contained a three-stage parking strategy that included the construction of a surface lot at the corner of College and Court (157 spaces completed in 2002) and two parking structures: one with 150 - 300 spaces to address a State Court/County Administration complex and a second one with 300 - 400 spaces for a future redevelopment project on Main Street. Furthermore, the 2003 Downtown Specific Plan states that when determined by the City to be feasible, a parking structure will be built to meet parking demand. One of the recommended projects from the 2003 Plan, Project Number 302, is the construction of a parking structure to provide parking for an adjacent cinema site, identified to be at Third and Main streets.

Fehr and Peers' approach to the Parking Needs Study included the collection of existing parking supply and demand data; determining the near-term parking demand based on estimated parking demands of the new Yolo County Courthouse, a 1,200-seat multiplex theater, a new 100-seat theater at the Opera House, and the second- and third-floor office and residential uses at the Capital Hotel and Saloon building; and determining the long-term parking demand based on build-out of the Downtown Specific Plan area. For the study methodology, Fehr and Peers' staff used field observations to collect parking supply and demand data, determined the parking demand of four near-term developments (courthouse, multiplex theater, Opera House expansion, and Capital Hotel office and residential uses), and conducted a block-by-block evaluation of the near-term parking demand by overlaying the demand of the four planned near-term developments with the existing parking supply data.

The two key assumptions used in the study are the location of the new courthouse and the desired parking occupancy threshold. The study includes discussion of four options for the courthouse location but focuses on the preferred location of the 3.75-acre block bordered by Main Street, Lincoln Avenue, Fifth Street, and Sixth Street. For the parking occupancy threshold, the desired occupancy level is 85 percent of a parking area, which is a national industry standard. At the 85 percent level, people can generally find parking spaces without significant difficulty. Most of the parking lots are less than 75% full at noon (Figure 1A in the attached study). Though the lots are better utilized at 2:00 p.m. (see Figure 1B in the attached study), some lots are never more than 50% full.

Discussion

Fehr and Peers concluded that the near-term parking demand could be served by additional surface lots, referred to as a "parking facility" in the study. In the long-term, one or more parking structures will be needed to serve the level of planned development allowed in the Downtown Specific Plan.

As described above, a new parking facility (surface lot) is needed to serve the new courthouse in the near-term. The new surface lot(s), depending on location, could also serve the planned multiplex theater that has demands that occur on nights and weekends when the courthouse facility would

generate little or no parking demand. Assuming that approximately 180 parking spaces are on-site at the new courthouse, a new parking facility ranging in size from 150 – 300 spaces will be required in the near-term. The quantity of parking required in the new facility will depend on the level of parking, if any, that would be reserved in the 148-space Yolo County Lot 1 (located at the northeast corner of Court and Third streets) for use by the new courthouse. (Currently, twelve spaces are reserved in the lot while the remainder of the lot is used by court users such as jurors and court employees, County employees, and others on a first-come, first-serve basis.)

The other conclusions of the Parking Needs Study are as follows:

- The existing peak demand occurs on a midweek day at 2:00 p.m. During this time period, areas of localized deficiencies occur, particularly near major employers. The near-term parking demand also peaks on a midweek day at 2:00 p.m., largely because of the impact of a completed new courthouse.
- The amount of available public parking within reasonable walking distance of the multiplex theater is sufficient to meet the peak parking demand of 250 spaces for a Saturday evening. Parking options for the theater project include the use of existing City lots and on-street parking located within 1,200 feet, and/or negotiating a shared-parking arrangement with Yolo County for use of County Lot 1. As noted above, another alternative would involve reciprocal use of a new parking facility developed for the new courthouse at a site preferred by a theater operator.
- The planned uses for the Opera Housing and Capital Hotel & Saloon generate near-term parking demands ranging from 30 to 45 parking spaces, depending on the time of day. This level of parking, particularly for evening and weekend activities at the Opera House, can be absorbed within the existing parking system.
- An analysis of the long-term parking needs for the two build-out scenarios identified in the 2003 Downtown Specific Plan, for a midweek day at 2:00 p.m., indicates that the demand would range from approximately 525 to 880 parking spaces. This demand would be in addition to the near-term parking demand identified above for the new courthouse facility (i.e., 480 spaces), but is assumed to include the parking demand for the remaining three near-term projects (i.e., 135 spaces) for weekday conditions at 2:00 p.m. To reiterate, additional parking facilities will be needed in the long-term.

In summary, the selection of the 3.75 acre site bordered by Main Street, Lincoln Avenue, Fifth Street and Sixth Street significantly altered the assumptions associated with the courthouse parking. The accommodation of over one-third of the courthouse parking on the site and availability of vacant or underutilized property nearby for additional surface parking offset the need for a parking structure. The relocation of the courthouse to that site would also allow existing surface parking in other areas of the Downtown used for the present courthouse to be available for other businesses. While the potential future redevelopment of the Downtown area suggests that one or more parking structures may be needed, the current demand does not require the Agency to expend any additional time or resources on a parking structure in order to accommodate the courthouse and other near term projects.

Fiscal Impact

The consultant cost for the Parking Needs Study is being funded with the Redevelopment Agency's tax increment for \$19,180 in its previously approved consultant budget.

Public Contact

Agency staff and the Agency's consultant Fehr and Peers met with the Historic Woodland Downtown Association on July 9, 2009 to discuss Parking Needs Study and receive input from the Association members. A summary of the meeting is attached to the staff report (Attachment B). Subsequently, Agency staff discussed the study at the Planning Commission's July 16, 2009.

This Redevelopment Agency item was also posted on the City Council/Agency agenda.

Alternative Courses of Action

1. Receive a briefing from Agency staff on the results of the Parking Needs Study (Attachment A) and direct staff to cease further actions regarding the development of a parking structure in association with the courthouse project and develop options for limited surface parking as described herein.
2. Do not approve the resolution to receive and file the Parking Needs Study.

Recommendation for Action

Staff recommends that the Redevelopment Agency Board approve Alternative No. 1.

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Mark G. Deven
Executive Director

Attachments:

Attachment A – Parking Needs Study (*Downtown Parking Analysis*)

Attachment B – Summary of July 9, 2009 Historic Woodland Downtown Association Meeting



FEHR & PEERS
TRANSPORTATION CONSULTANTS

Final Report

City of Woodland

DOWNTOWN PARKING ANALYSIS



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September 28, 2009

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CHAPTER 1. INTRODUCTION

The City of Woodland has taken a series of actions designed to address parking needs in Downtown Woodland over the past decade. This includes completing a Downtown Parking Management Plan in 2001, constructing a new 157-stall surface parking lot at the northwest corner of College Street and Court Street in 2002, and adopting an in-lieu fee in 2008.

STUDY PURPOSE

The purpose of this analysis is to evaluate existing and future parking demand in the Main Street corridor of Woodland's Downtown Specific Plan. The information provided in this report will be used to assess the need for a parking structure in Downtown Woodland.

STUDY AREA BOUNDARY

The parking analysis provided in this document addresses a study area bounded on the north by North Street, on the south by Oak Avenue, on the west by Walnut Street, and on the east by East Street. This study area constitutes the bulk of the Downtown Specific Plan study area.

STUDY APPROACH

The following are the key work tasks for the parking analysis.

Collect Existing Parking Supply and Demand Data – Verified the parking inventory (i.e., supply) for public surface parking lots and on-street parking for the study area. Parking occupancy counts were collected for a typical weekday at 12:00 noon and 2:00 PM, and on a Saturday at 7:00 PM.

Determine Near-Term Parking Demand – Estimated the parking demand for four planned near-term developments: the Court Facility, a 1,200-seat Cineplex, a new 100-seat theater for the Opera House, and the second- and third-floor office and residential uses at the Capitol Hotel & Saloon building.

Determine Long-Term Parking Demand – Identify the overall downtown parking demand associated with build-out of the Downtown Specific Plan area.

The methodology for the parking study is summarized below.

Parking supply and demand data was collected through field observations.

The parking demand for the four planned near-term developments was determined in two steps. For the first step, the *peak* parking demand for each use was determined based either on studies prepared for the individual development or on standard parking rates (e.g., where previous parking demand analysis was not conducted). For the second step, "time of day" factors, obtained from the Urban Land Institute *Shared Parking Manual*, were applied to the peak parking demand value to identify parking demands for the three study time periods (weekdays 12:00 noon and 2:00 PM, Saturday 7:00 PM).

A block-by-block evaluation of near-term parking demand was then developed by overlaying the demand for the four planned near-term developments with existing parking supply data. Figures showing the surplus or deficit on each block illustrate where additional parking facilities are needed.

The following key assumptions were applied in the parking analysis.

New Woodland Courthouse – Four alternative locations have been considered in recent planning efforts for the new courthouse in downtown Woodland. The analysis includes a discussion of those four options, but focuses on the recently identified preferred option, located on the south side of Main Street between 5th Street and 6th Street. The analysis of parking conditions for the new courthouse assumes that up to 180 on-site parking spaces will be provided and that virtually all of the existing on-street parking along the courthouse block frontage will be eliminated.

Desired Parking Occupancy Threshold – The parking analysis assumes a desired occupancy threshold of 85 percent, which is a national industry standard.

SUMMARY OF RELEVANT PLANS AND STUDIES

The General Plan (December, 2002) includes a policy of the continued implementation of the “provisions of the *Downtown Specific Plan* to develop an integrated parking system for the Downtown that balances the needs of shoppers, tenants, and employees, while ensuring sufficient land for future building construction.” The General Plan’s Level of Service Guidelines also indicate that the City will strive to increase public parking supply by adding 600 parking spaces every five years.

The *Downtown Specific Plan* (March, 2003) indicates that “all of the off-street lots north of Main Street where most of the major employers are located are more than 85 percent occupied.” The Plan recommends that “additional parking will be needed to accommodate future growth especially north of Main Street. Parking facilities should be located throughout the Downtown area, and be built when the need for parking exceeds the capabilities of the surface parking lots or parking structures, or when the surface lots are no longer economical”.

The *Downtown Parking Management Plan* (November, 2001) has an overall goal of effectively managing the use of parking facilities in the Downtown area so that an adequate supply is available for all users. This would be accomplished through the application of parking requirements for new development, in-lieu fees, parking time limits, user fees in public lots, and enforcement. The Plan divided the downtown into five individual zones with tailored strategies for each area

REPORT ORGANIZATION

The remainder of this report consists of the following sections:

- Section II – Current Parking Conditions
- Section III – Near-Term Parking Analysis
- Section IV – Long-Term Parking Needs
- Section V – Conclusions

CHAPTER 2. CURRENT PARKING CONDITIONS

This section documents both the existing parking supply and occupancy levels for the three time periods surveyed. The parking supply and usage data is based on surveys conducted in the summer of 2009.

Weekday – 12:00 noon

Weekday – 2:00 PM

Saturday – 7:00 PM

EXISTING PARKING SUPPLY

Table 1 provides a summary of the existing parking supply. A total of approximately 2,552 public parking spaces is provided in the 32-block study area. This includes 905 public off-street spaces in City lots and the capacity for up to 1,647 on-street spaces. In cases where individual on-street parking stalls are not marked, the parking inventory was estimated by taking the block length, minus driveways and 25 feet at each end of the block, and dividing the remaining length by 24 feet. Private off-street parking lots were not surveyed because these spaces are reserved for specific businesses and can't be used to meet the near-term or long-term demand associated with new development projects.

The City-owned off-street spaces are provided in a total of 10 surface lots. Virtually all of those spaces are available to the general public, with a limited number reserved for City employees or Woodland Hotel residents. All of the County-owned off-street spaces, with the exception of the 50-stall parking lot adjacent to the post office, are reserved either for employees or jurors.

EXISTING PARKING OCCUPANCY LEVELS

Figures 1A through 1C present the parking occupancy for public parking for the three study time periods. In a commercial area such as downtown Woodland, parking occupancy rates of 100 percent cannot be obtained except in isolated areas (single lots or street sections), and it cannot be sustained for long periods of time. According to typical practice, at occupancy rates of 80 to 90 percent, people looking for parking spaces begin to experience difficulty. At occupancy rates greater than 90 percent, a definite parking deficiency exists. For purposes of this study, a parking area is considered to be fully utilized when occupancy of 85 percent or greater is achieved.

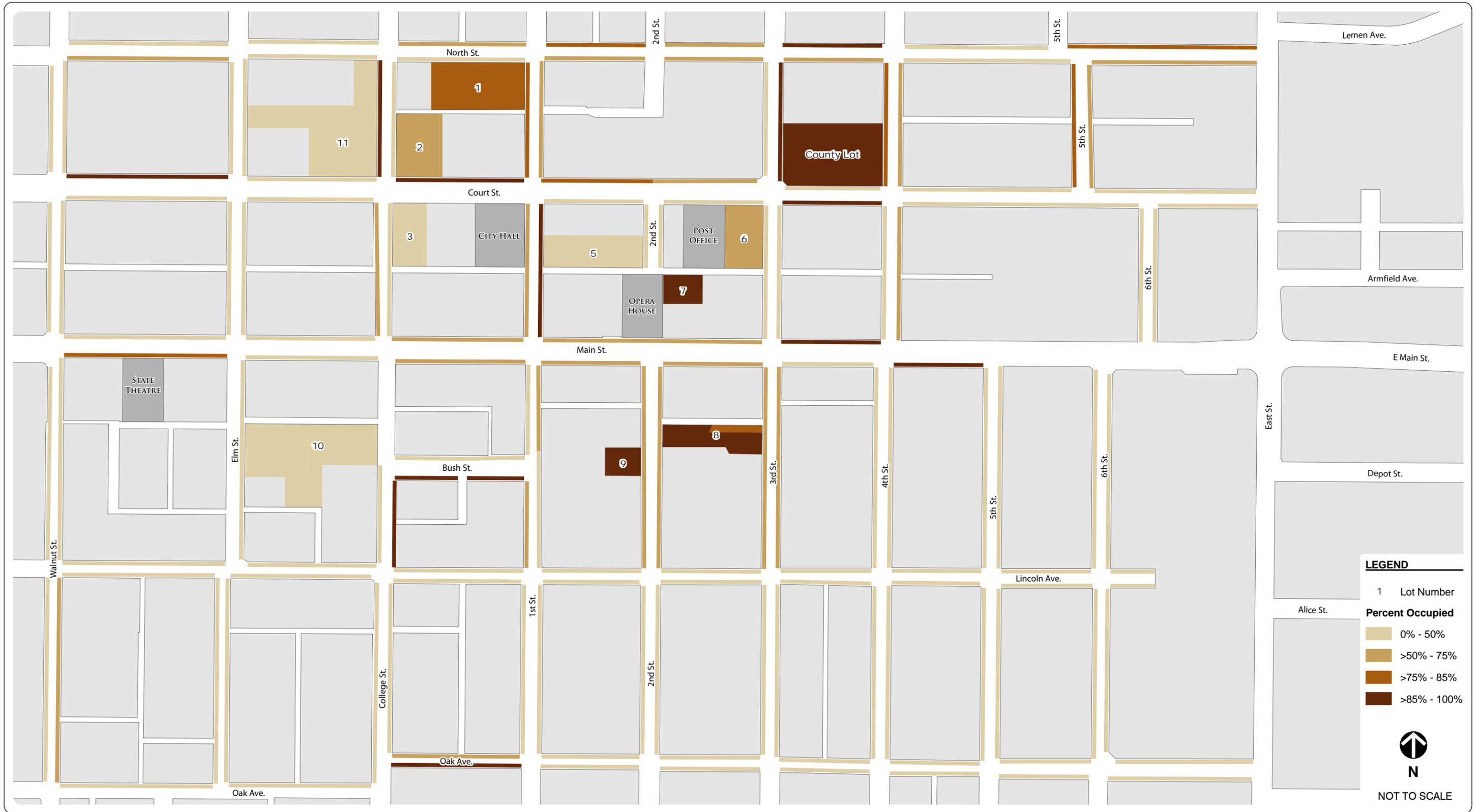
The data indicates that the peak parking demand occurs at 2:00 PM, with parking lots 6, 8, and 9 at capacity. While not at capacity, lots 1, 2, and 7 are over 50 percent full. In a portion of lot 10, spaces are restricted to 10 minutes or vehicles with a hotel pass. Lot 8 contains a row of 2-hour restricted parking on the northeast end alongside various businesses and residences. On-street parking is at or close to capacity on stretches of Main Street and on the streets surrounding the county offices.

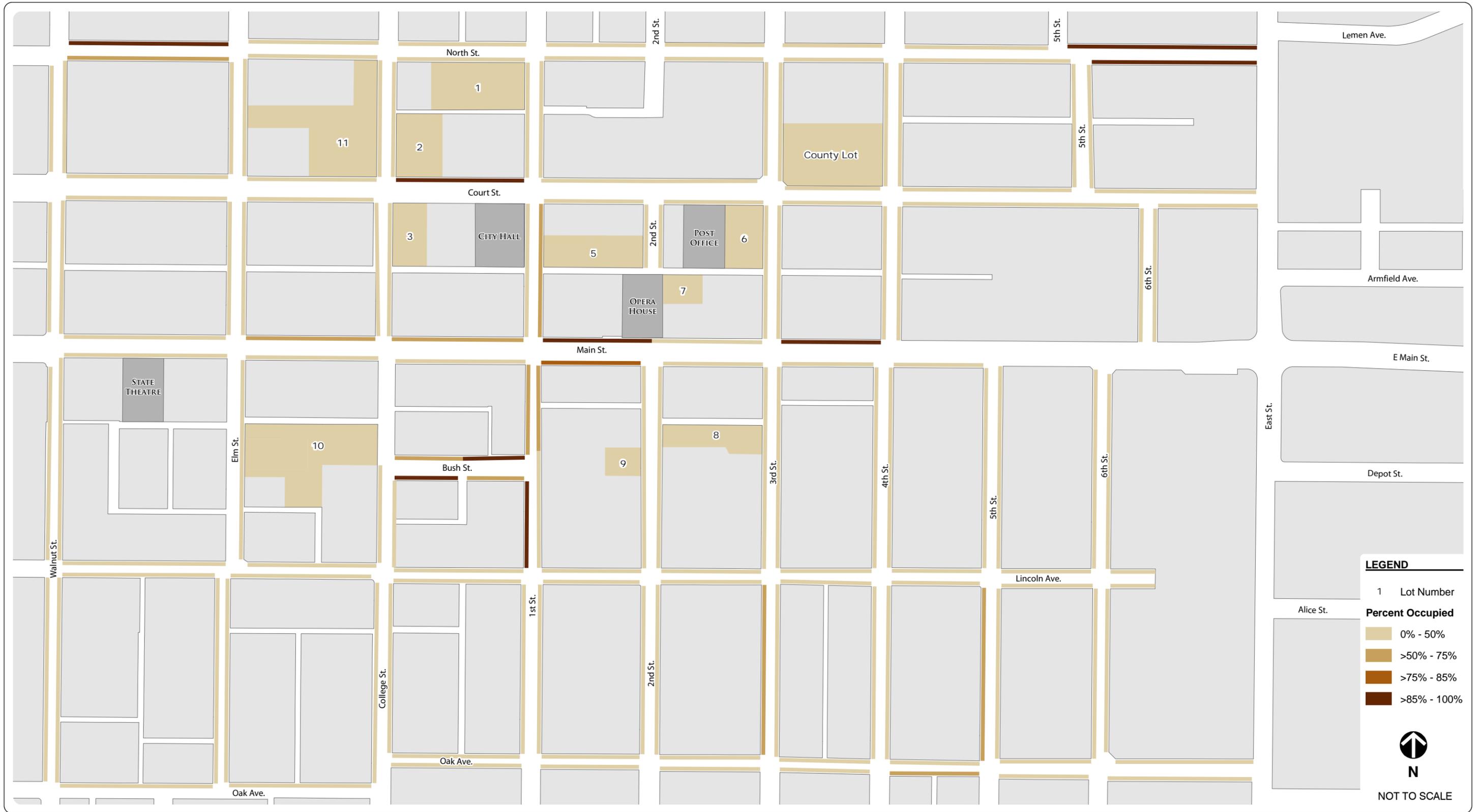
TABLE 1: SUMMARY OF EXISTING PARKING INVENTORY

Facility Type	Available Parking Supply
On-Street Spaces ¹	1,647
Off-Street Lots	905
Total Spaces	2,552

¹ The inventory for unmarked on-street parking spaces was determined based on an assumed stall length of 20 feet.
 Source: Fehr & Peers, 2009







CHAPTER 3. NEAR-TERM PARKING ANALYSIS

The near-term parking demand for the study area was determined by adding the demand generated by four planned near-term development projects to existing demand levels. The result is a block-by-block evaluation of near-term parking surpluses and deficits.

NEAR-TERM DEVELOPMENT PROJECTS

Four near-term development projects in the downtown area were evaluated.

Cineplex – 1,200 seats

Opera House Complex – new 100 seat theater

Capitol Hotel & Saloon – 5,000 square feet office, 5 residential units on upper floors

Courthouse Facility – 16 court rooms

The location of each near-term development project is important in determining the demand for parking on each block. The following describes the locations of three of the projects.

Cineplex – located on the block bordered by Court Street, 4th Street, Main Street, and 3rd Street

Opera House Theater – located adjacent to the existing Opera House Theater at Main Street and 2nd Street

Capitol Hotel & Saloon – located at the northeast corner of Main Street and 1st Street

Four alternative locations have been considered in recent planning efforts for the new courthouse in downtown Woodland. Figure 2 shows the four options that have been considered, but focuses on the preferred option that was recently identified – located on the south side of Main Street between 5th Street and 6th Street.

PARKING DEMAND FOR NEAR-TERM DEVELOPMENT PROJECTS

Table 2 shows the parking demand for the four near-term development projects during each of the four study periods. Following is a summary of the peak parking demand and time period for each individual project.

Cineplex – 250 spaces (Saturday at 7:00 PM)

Opera House Complex – 35 spaces (Saturday at 7:00 PM)

Capitol Hotel & Saloon – 30 spaces (Midweek at 2:00 PM)

Courthouse Facility – 480 spaces (Midweek at 2:00 PM)

TABLE 2: PARKING DEMAND FOR NEAR-TERM DEVELOPMENT PROJECTS

Project	Size	Parking Demand (Parking Spaces Occupied)		
		Midweek (12:00 noon)	Midweek (2:00 PM)	Saturday (7:00 PM)
New Courthouse	16 court rooms	440	480	0
Cineplex	1,200 seats	50	100	250
Opera House Theater	100 seats	5	5	35
Capitol Hotel & Saloon	Office (second floor) – 5,000 s.f. Residential (third floor) – 5 units	25	30	10

Source: Fehr & Peers, 2009

NEAR-TERM DOWNTOWN PARKING DEMAND

Figures 3A through 3C show the near-term surplus and deficit projections for each of the blocks in the study area. The parking demand for the planned courthouse facility is included in the surplus/deficit projection for each of the four alternative locations considered. As with existing conditions, the peak near-term parking demand occurs on a weekday at 2:00 PM.

On a weekday at 2:00 PM, a significant parking deficit would occur on the individual block where the planned courthouse facility or cineplex would be located. Small surpluses exist on the surrounding blocks. To determine if the existing surpluses are sufficient to serve the added demand for a new courthouse facility, the surpluses for all blocks within an “acceptable” walking distance of these uses are totaled. The maximum acceptable walking distance from parking facilities to a use such as a courthouse or cineplex is 1,200 feet (approximately 3 to 3-1/2 blocks in downtown Woodland).

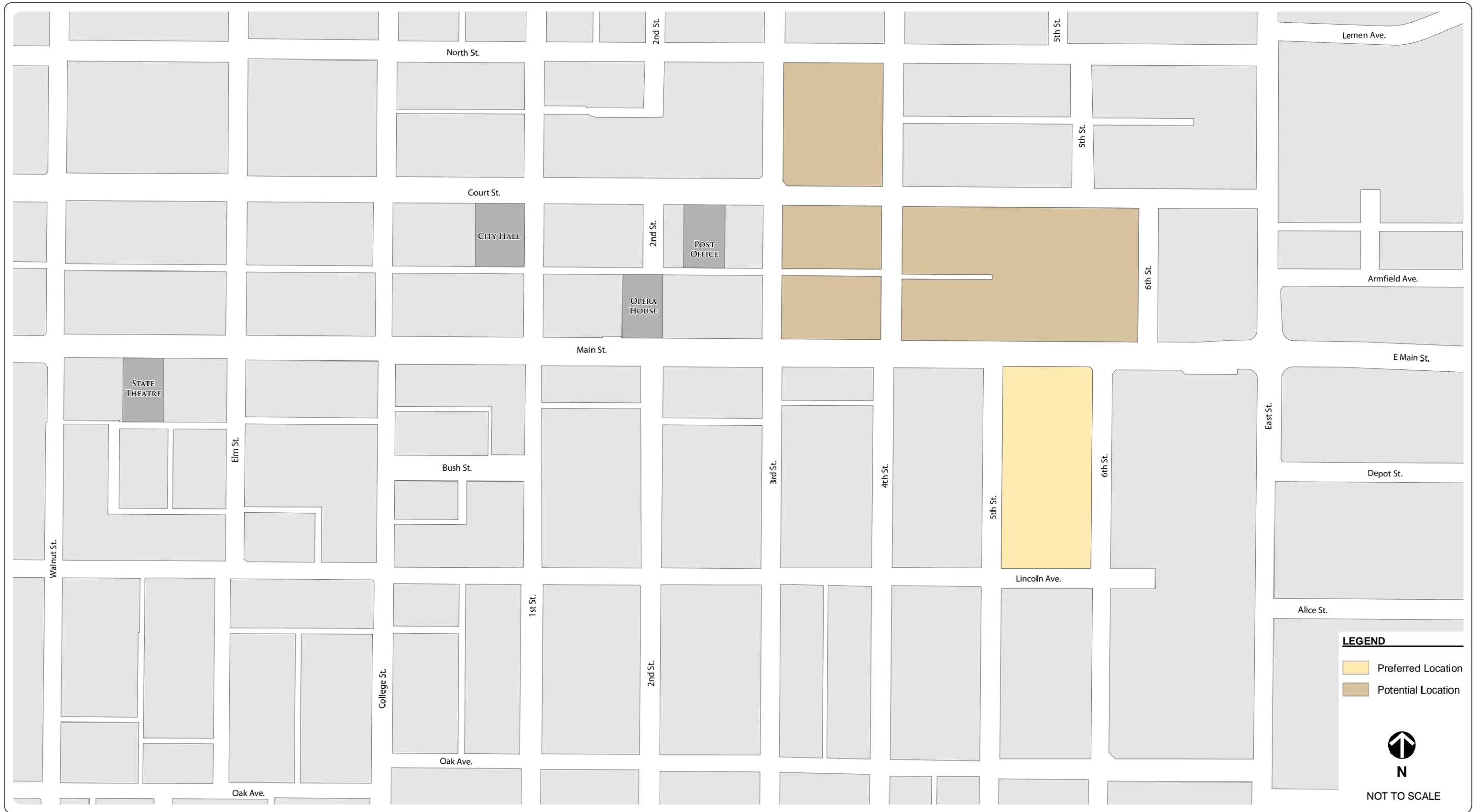
The new courthouse will generate its peak parking demand of 480 spaces at 2:00 PM on a typical weekday, which is also the peak demand period for the overall downtown area. A total of approximately 180 parking spaces are assumed to be provided in an on-site parking lot on the courthouse site and available in on-street parking along adjacent block faces. Three off-street City lots (Lots 6, 7, and 8) are located within walking distance of the preferred site for the new courthouse site. Two of the three lots have occupancy levels that exceed 85 percent on a weekday at 2:00 pm, and the remaining lot has a surplus of five parking spaces. While a number of on-street parking spaces are available on the blocks adjacent to the site, the quantity is not sufficient to meet the need for 300 parking spaces. The surrounding blocks are anticipated to be redeveloped in time, and future uses would likely fully utilize any adjacent on-street stalls that are currently available. County Lot 1, with 150 parking spaces, is located approximately 1,200 feet from the planned courthouse facility. Only 12 spaces in County Lot 1 are currently reserved specifically for court use. Some spaces in County Lot 1 may be made available by the County for use by the new court facility. A new parking facility – ranging in size from 150 to 300 parking spaces (depending on how much of County Lot 1 is made available) – would be required in the near-term if a new courthouse facility is constructed.

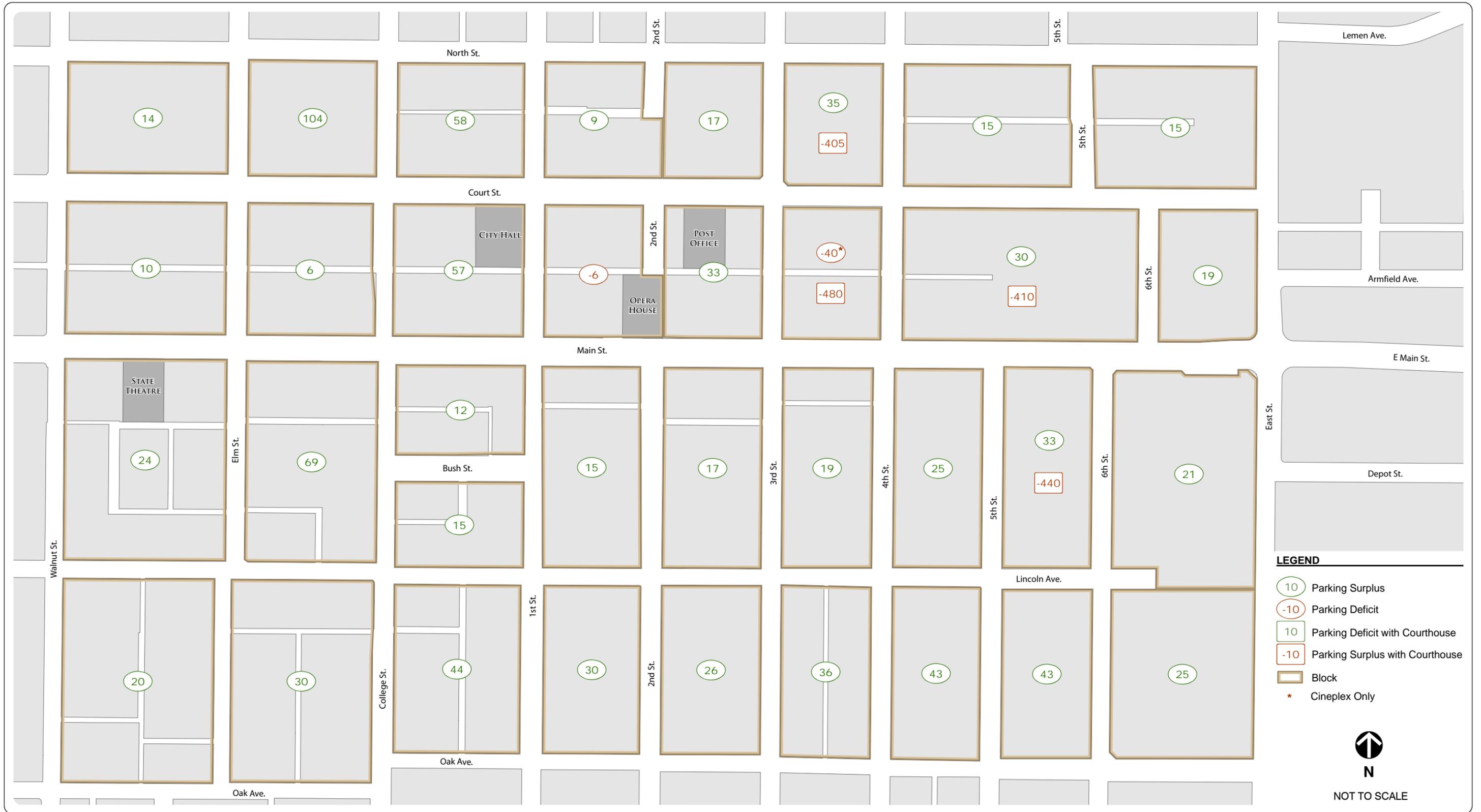
The block bordered by Main Street, Court Street, 3rd Street, and 4th Street is the planned location for a cineplex. The Cineplex project would generate the demand for 250 parking spaces on a Friday or Saturday evening, and 100 parking spaces on a typical weekday at 2:00 PM. The recommended parking rate for a Cineplex use is 0.27 parking spaces per seat, very similar to the City of Woodland’s existing zoning requirement for theaters. This analysis assumes that no new off-street parking is provided by the cineplex. There are five off-street public lots (City Lots 5, 6, 7, and 8; and County Lot 1) within 1,200 feet of the cineplex project. There is sufficient available capacity in the four City lots and in on-street spaces around the cineplex site, based on a survey of Saturday evening conditions, to serve the 250 space

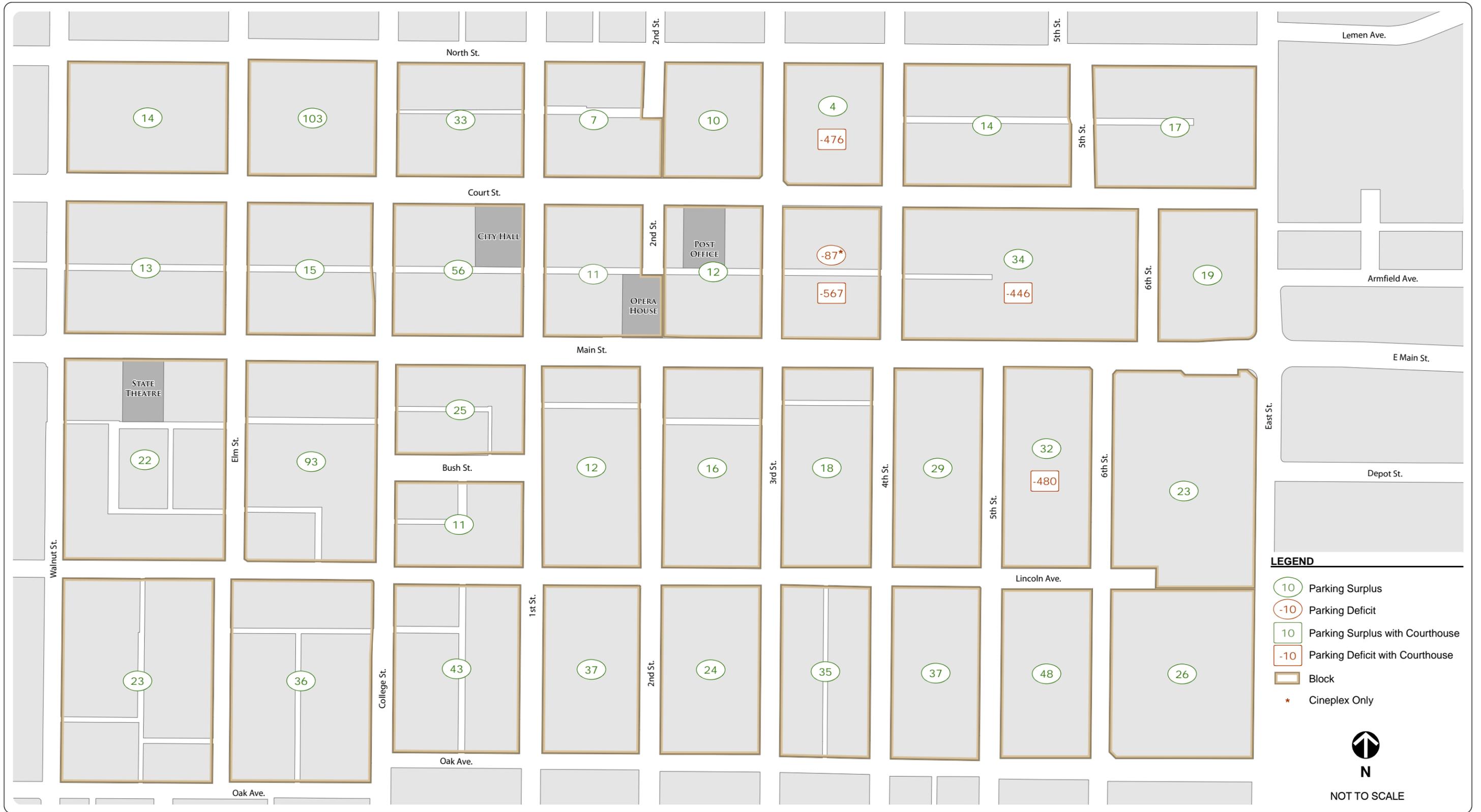
demand within a 1,200 foot walk. County Lot 1 is closer than City Lot 5 to the Cineplex, and consideration should be given to negotiating a lease arrangement with the County for evening and weekend use of the lots, should the Cineplex be completed prior to the development of a new downtown parking facility. For weekday conditions, there is also sufficient parking available around the Cineplex site, based on a survey of weekday noon and 2:00 PM conditions, to serve the 50-100 space demand within a 1,200 foot walk. As such, a new parking facility would not be required in the near-term if a new Cineplex is constructed.

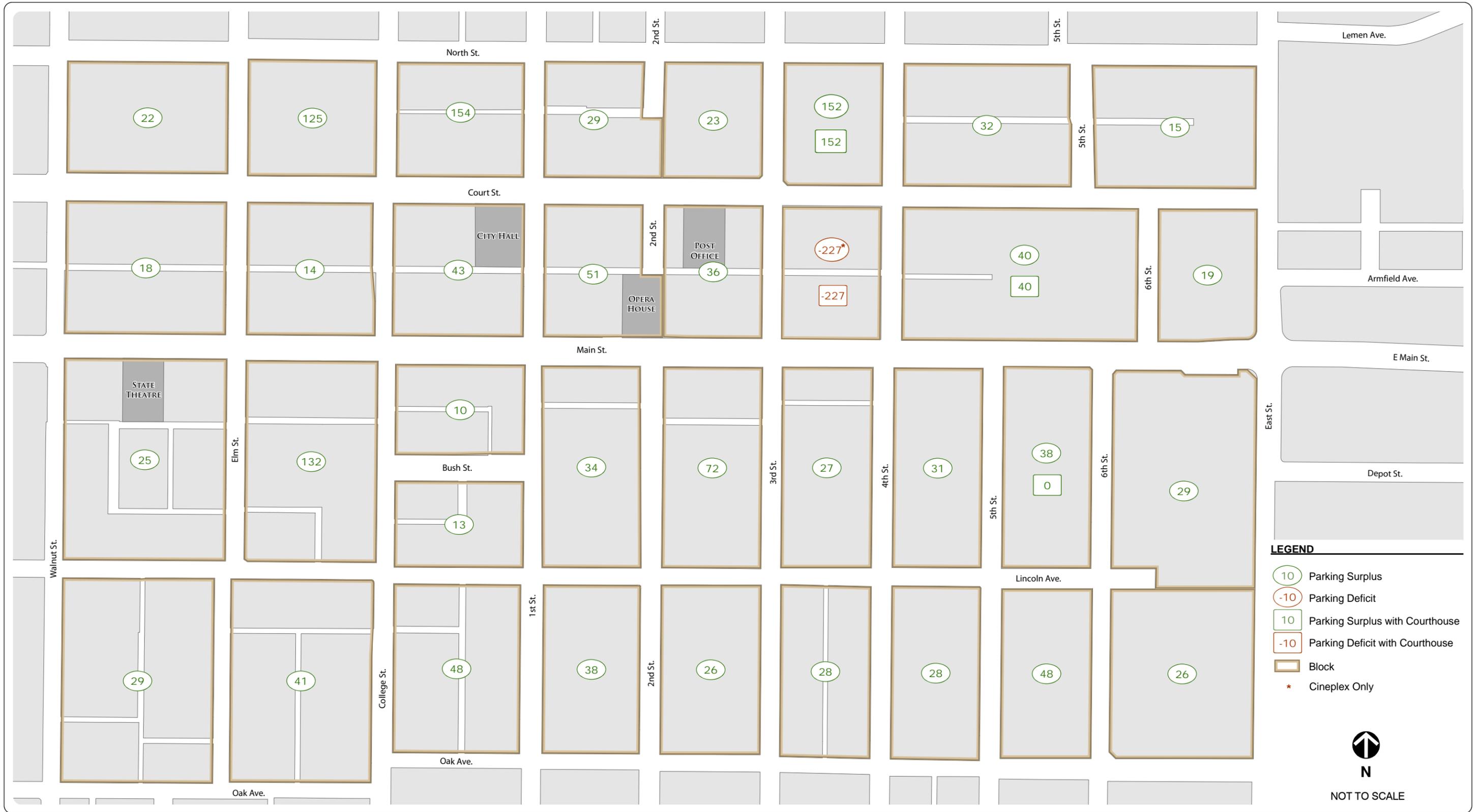
A potential theater operator has indicated to City staff that the viability of a new theater would be strengthened with parking provided adjacent to the new theater site. The development of a nearby parking facility (i.e., parking structure or surface lot) would be of significant benefit as theater patrons would have substantially shorter walks from a new parking facility, compared with walking distances from existing off-street lots or on-street spaces that are more remote.

The planned uses for the Opera House and Capitol Hotel & Saloon generate near-term parking demands ranging from 30 to 45 parking spaces, depending on the time of day. This level of parking, particularly for evening and weekend activities at the Opera House, can be absorbed by parking surpluses within the existing parking system.









CHAPTER 4. LONG-TERM PARKING NEEDS

The *Downtown Specific Plan* provides two growth scenarios for the downtown area. The growth scenarios for the downtown are provided for the planning period of 2000-2020 as summarized below for retail, office, and residential uses. The first scenario assumes that the downtown is capturing a small to moderate portion of the overall growth in the City during the planning period, while the second scenario assumes a moderate to significant portion of future growth.

Scenario 1

45,400 s.f. retail

58,800 s.f. office

90 units residential

Scenario 2

75,400 s.f. retail

88,250 s.f. office

180 units residential

The parking needs for this level of development is determined using data obtained from the Urban Land Institute *Shared Parking Manual*. An analysis of the parking needs for these two scenarios, during a weekday at 2:00 PM, indicates that the demand would range from approximately 525 to 880 parking spaces.

The long-term growth scenarios described above do not include the new courthouse facility given the allocation among retail, office and residential uses. The remaining three near-term development projects, which would have a total parking demand of approximately 135 spaces on a typical weekday at 2:00 PM, are assumed to be included in the above land use forecasts.

CHAPTER 5. CONCLUSIONS

Following are the key conclusions of this parking analysis.

The existing peak parking demand occurs on a midweek day at 2:00 PM. During this time period, areas of localized deficiencies occur, particularly near major employers.

The near-term parking demand also peaks on a midweek day at 2:00 PM, largely due to the influence of the planned new courthouse facility.

The near-term parking demand could be served either by a new parking structure or a combination of new surface lots. In the long-term, upon build-out of the Downtown Specific Plan area, one or more parking structures will be needed to serve the level of planned development.

As described above, a new parking facility is needed to serve the planned new courthouse facility in the near-term. The new parking facility, depending on its location, could also serve the planned Cineplex that has peak demands that occur on nights and weekends when the courthouse facility would generate little or no demand. Assuming that approximately 180 parking spaces are provided on-site at the planned new courthouse facility, a new parking facility ranging in size from 150-300 parking spaces will be required in the near-term. The quantity of parking required in the new facility will depend on the level of parking, if any, that would be reserved in County Lot 1 for use by the new courthouse facility.

The amount of available public parking within reasonable walking distance of the Cineplex is sufficient to meet the peak parking demand of 250 spaces for a Saturday evening. Parking options for the Cineplex project include use of existing City lots and on-street parking located within 1,200 feet, and/or negotiating a shared-parking arrangement with the County for use of County Lot 1. As noted above, another alternative would involve shared use of a new parking facility developed for the courthouse facility. A potential theater operator has indicated to City staff that the viability of a new theater would be strengthened with parking provided adjacent to the new theater site.

The planned uses for the Opera House and Capitol Hotel & Saloon generate near-term parking demands ranging from 30 to 45 parking spaces, depending on the time of day. This level of parking, particularly for evening and weekend activities at the Opera House, can be absorbed within the existing parking system.

An analysis of the long-term parking needs for two scenarios identified in the *Downtown Specific Plan*, for a midweek day at 2:00 PM, indicates that the demand would range from approximately 525 to 880 parking spaces. This demand would be in addition to the near-term parking demand identified above for the new courthouse facility (i.e., 480 spaces), but is assumed to include the parking demand for the remaining three near-term projects (i.e., 135 spaces) for weekday conditions at 2:00 PM.

Summary of discussion on Parking Needs Study at July 9, 2009 Historic Woodland Downtown Association meeting

Staff from the Redevelopment Agency, the City Manager, the Assistant City Manager, and Fehr and Peers Transportation Consultants met with the Historic Downtown Woodland Association (HDWA) on July 9 to discuss the Agency's Downtown Parking Needs Study. Approximately 25 people attended HDWA's regular monthly meeting including Councilmember Bill Marble. The Agency hired Fehr and Peers to prepare the study after the Agency's Board of Directors requested a study to determine whether a parking facility is needed to address the parking demands of the courthouse project. The new courthouse will consolidate the existing seven court facilities into one facility with approximately 160,000 square feet of space and 16 courtrooms, an increase from the existing 14 courtrooms, in downtown Woodland. Agency staff provided an update on the project and noted that Woodland's courthouse project is becoming closer to reality as it is one of the top four state trial court projects funded through SB 1407, which authorizes up to \$5 billion in lease revenue bonds for state trial court facilities. A key factor for keeping the courthouse project in the downtown is being able to provide adequate parking. In 2008, the existing court facilities recorded 380,751 visitors not including court employees. One HWDA member commented that a lot of jurists from the courts eat at the downtown restaurants and a number of the jurists visit her business when their trials recessed for the day at 4 p.m.

Agency staff detailed the scope of the Downtown Parking Needs Study and provided a map that detailed the existing locations of downtown public parking lots and the capacity/type of parking provided for each of the lots. Staff briefly discussed four planning, related documents that included projects or policies on downtown parking facilities: the 1993 Downtown Specific Plan, 2001 Downtown Parking Management Plan, 2003 Downtown Specific Plan, and 2007 Woodland Redevelopment Agency Tax Allocation Bonds. The three most recent documents included parking projects to address a future courthouse project, a multiplex theater, or both.

Bob Grandy of Fehr and Peers discussed the approach to the Downtown Parking Needs Study, previous data on downtown parking conditions, and the parking needs of potential near-term development projects. Grandy said one of the assignments for the study is to update the baseline parking conditions from the 2001 Downtown Parking Management Plan. However, he commented that the catalyst or need for the construction of new parking facilities will be tied to the near-term development projects such as the new courthouse and a multiplex theater.

In response to a question, Agency staff indicated that a parking facility constructed for the courthouse would not need to be constructed before the courthouse. One HWDA member asked whether any thought had been given to combining a parking facility with commercial use. Staff said consideration would be given to combining the two uses, parking and commercial, particularly if a parking facility is constructed with frontage on Main Street. A suggestion was made that a public restroom should be included in a parking facility since the downtown lacks public restrooms. Another HWDA member recommended that the design of a parking facility constructed for the courthouse project have similarities with the existing buildings in the downtown. She noted that another city constructed a parking facility in its downtown and used Spanish-style design elements so the facility was compatible with the

design of the downtown's existing buildings. Agency staff said they will discuss the Downtown Parking Needs Study with the Planning Commission on July 16 and expect to bring a complete or nearly complete study to the September 1 City Council meeting for the Council's consideration